

# Auction Lot Sale! BELTON PAGE

Devoted to the Upbuilding of Belton and Vicinity, and as a Medium for Communicating News and Advertising.

-40-

## Choice Residence Lots

-40-

### Belton, "Moore Woods" S. C.

## FRIDAY, January 23

### 10:00 A. M., Rain or Shine

### MUSIC BY FINE BRASS BAND

## FREE!

### One Choice Lot, Bag of Gold and Silver and \$300 in Valuable Presents.

#### OWN YOUR OWN HOME

1 Choice Lot, a bag of gold and silver and \$300.00 in valuable presents and souvenirs will be given away free and whether a spectator or a buyer, your chance at the presents is the same, if you are on hand promptly at 10:00 A. M.

This beautiful Tract, formerly the Latimer property, in the heart of Belton, is now being subdivided and developed in a high class manner, and has been consigned to us to be sold to the highest bidder ABSOLUTELY REGARDLESS OF PRICE.

Real estate is the root of riches—the safest investment one can make—it won't burn up, can't blow away, thieves can't break in at night and steal it, and it IS BOUND TO INCREASE IN VALUE. The population of South Carolina is increasing rapidly every day, but there is not any more real estate being made.

But what we wish to call your attention to is:

That Belton, South Carolina's Bright Spot, is the best town of its size in the state;

That Belton's population is increasing faster than homes can be provided for the increase;

That Belton real estate is increasing in value by leaps and bounds; That each and every lot we offer will be sold to the highest bidder, ABSOLUTELY REGARDLESS OF PRICE.

That this property, situated as it is, on the electric line near the heart of town, is bound to increase in value;

That within the next 18 months, "Moore Woods" many handsome homes;

That we want you to be one of the fortunate owners of WOODS;

That each and every lot we sell is studded with it would take 30 years to grow;

That those who stand quiet and see the other fellow lots five years from now will be crying that old, old, bought Real Estate in Moore Woods see what I'd be.

#### WATCH BELTON GROW!

But will you stand and watch the other fellow Get in on the ground floor and reap some of the harvest to the wise investor.

MEET US AT THE GRAND AUCTION SALE, 23, 10:00 a. m. and hear Col. J. E. T. Bowden, the Far at the rate of 1 a minute. We feel that we have a prospect every man's consideration.

SPECIAL PRIZES FOR THE LADY

## The United Real

### 508 American Trust Building, Birm

G. T. WALLACE, S. C. WALLACE, J. J.

General Manager Advertising Manager

## FAIRFAX HARRISON OUTLINES POLICY OF SOUTHERN RAILWAY

The New President, in His First Public Utterance, After Paying Beautiful Tribute to the Dead, Tells of the Personality of His Great Road and Pledges it to the People of the South

The Southern Railway includes 10,000 miles of railroad on which 50,000 officers and employees perform public services, in return for which more than 100 millions of annual revenue is collected.

These are big figures and, in a country in which there has always been a pride in big things, in which every community has been wont to boast of that which it has which is the biggest, such a big thing as the Southern Railway System should be, and I believe is a source of pride to the South, but exactly in proportion to it is a big also in its public service and faithful in its public trust.

The administration of such a vast machine, affecting, as it does, the comfort and well being of the people of a large territory, is therefore itself a large public service. The time has passed when it might be exploited for merely private and selfish ends. The railway was a quasi public institution but today, happily, it might better be described as a quasi private institution. It is private still in the opportunity it presents for the exercise of individual initiative and competitive service but in practically every other sense it is now recognized that it is public.

It is a matter of sincere regret to every railroad manager that railroad securities are not more generally held directly and immediately, in the communities which the railroad serve.

The lack of such holding deprives him of a powerful and sympathetic ally in the relation of public opinion to his problems. The time was when the railroad stocks were owned immediately at home, and by the people who were most influential in shaping public opinion, but today, while railroad stocks are generally held by the same kind of people—by those who through the exercise of prudence, industry and courage have laid by a competence, and by the women and children for whom they worked—such investors now do not as a class reside in the territories in which they have made their investments.

The explanation of this phenomenon—so well known to all, but still a phenomenon—is part of the financial history of the United States, but the fact has given rise to a feeling among many of those who use roads daily and come into immediate contact with their managements, that the railroad belongs to some mysterious, remote and foreign power, to irresponsible potentates, who bear, in popular imagination the generic name of "Wall Street."

We read in magazines and news papers of the romantic lives attributed to a few individuals who are supposed to "control" the destinies of whole communities by possession and exploitation of the instruments upon which such communities depend for their necessary transportation, who "fix" rates and arbitrarily determine conditions of service and so "tax" the people they ought to serve, withdrawing money earned in the sweat of the brow from the communities where it is earned in the sweat of the brow from the communities in extravagant follies.

Such a vision is not the result of

sense the Southern Railroad belongs to the people of the South. It is not only their highway to market, but its fiscal operations are part of the life of the communities along its lines.

At some risk of trespass upon your attention, I venture to support this claim with a brief argument from statistics. They record a condition which is astonishing and I confess astonished me when I saw how far they go along the lines of a tendency which I knew to obtain. Of one hundred and three millions of annual revenue collected last year by the railways included in the Southern Railway System, there was immediately paid out again along its line at least seventy six millions, an amount not far short of the total collected from the people of the South; for approximately twenty two millions of the total revenues were collected from people outside of the Southwestern States—a fact not often taken into consideration, the explanation of which is that an appreciable part of the passenger traffic of the system consists of the transportation of residents of other localities traveling in the South, and furthermore, that to a large extent freight charges on Southern products shipped to other localities are paid by the consignees.

What becomes of the Revenue. What then becomes of these great revenues collected in the South? Are they hurried away to some cavern in Wall street? No. The fact is that all the moneys collected in the South are deposited in Southern banks which draw upon from time to time only as funds are needed for proper fiscal purposes. The funds of the system thus become an important factor in strengthening the banks of the territory, and so are at all times at the service of the Southern people.

I have said that these funds are withdrawn from Southern banks from time to time only as needed for proper fiscal purposes, but even in that operation, to a large extent, the moneys collected for transportation service on our lines, are not withdrawn at all from the Southern communities in which they are collected. This can be demonstrated by a review of Southern railway expenditures for the last fiscal year. Such analysis shows that, of every dollar disbursed, 41.71 cents went to the payment of wages, substantially all of which are paid along the line of the road, and so remain in the Southern banks, a disbursement which for the Southern Railway proper, averages about two million dollars a month. The purchase of materials and supplies used 20.30 cents, and under our policy of buying as far as practicable from Southern people 13.13 cents of this was expended in the South and only 4.18 cents in other localities. Miscellaneous operating expenses required 6.09 cents all spent in the South. Taxes as paid in the South required 3.65 cents. Interest, rentals and other miscellaneous payments accounted for 20.53 cents and the holders of the Company's preferred stock received 4.42 cents. It is unfortunately impracticable to determine the proportion of interest and dividends paid to Southern owners of Southern-railway stocks. I wish it was all paid to them; people, but leaving these

entirely out of account, it has seen that at least 70.57 cents out of every dollar expended by the Southern Railway remains in or is brought into the South.

It may be added that these figures do not take account of expenditures for additions and betterments amounting last year to three millions and a half and in ten years to twenty seven millions of which the major part, expended on roadway and structures, was practically all paid out along the line of the road. We may then take it as established, that what the Southern people pay the Southern lines for transportation remains in or is brought into the South.

#### Additions and Betterments.

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I have spoken of our preferred stockholders, but the real preferred stockholders of the Southern Railway System, in the matter of priority of claim, are the political governments of the States counties, and cities along its lines. Their claim upon railroad-revenues comes ahead even of that of employees and they work \$3,743,704.39 in the last fiscal year. It is hard to grasp the significance of figures as large as this; what our tax payments really mean to the communities along our lines can be better understood by an illustrative analysis of our payments on account of school taxes and road and bridge taxes in the Southern States. In 1912, our school, or an average of twenty eight hundred dollars for each county traversed by our lines. At the average annual compensation of school teachers in the Southern States as reported by the United States Bureau of Education, this would more than pay for ten teachers in each county. It represents \$6.34 out of every \$100 of school taxes paid in these States and amounts to fifteen dollars for each school building in the States traversed by our lines. Every dollar paid to the Southern Railway for transportation charges thus includes a substantial contribution to the maintenance of the system of public education in the South.

Payments by the Southern Railway directly assessed for public roads bridges amounted to \$44,958.63, or an average of \$1,071.81 for each county along our lines. Every dollar paid to the Southern Railway for transportation charges thus includes also a substantial contribution to the maintenance of the public highways of the South and is an indirect but none the less real public support of the system in the same year of taxes the progressive movement for good and better roads.

I have referred to the impracticability of determining the amounts of interest and dividends paid to holders of securities living along the line of the road. We know, however, that a large percentage of our population has a very real though indirect personal interest in these securities

See the valuable presents to be given away at the auction sale in FRIERSON'S window.

even though they may never have seen a railroad bond or stock certificate. There are a few families in the South who do not hold an insurance policy or some sort; either an insurance on life or against the risk of fire. There are few families in the South who do not hold an insurance policy of some sort; either an insurance on life or against the risk of fire. The invested funds of the great insurance companies are, therefore, matter of vital concern to the Southern people, and in large measure are their own assets held in trust for their benefit. We find that the chief insurance companies report their holding of securities of the Southern Railway System, including terminal bonds on which the Southern is joint guarantor, aggregating more than eighty million dollars.

Belongs to the People. I assert with confidence that the facts to which I have called your attention are full warrant for the claim that in a very real sense the Southern Railway belongs to the people of the South; so much so that the annual reports might more properly be addressed "To the People of the South" to advise you of the results of the management of that property, for today it belongs more to you than it does to any other class. More than this, it is a public utility and always has been. The interests of the South are mostly Southern born, those who were not born in the South have been here long enough to come identified with our interests and our inspiration as a people; they talk the same language as the people of the South. I look forward to the time when there may be more Southern men sitting on our Board of Directors, where I know that they will be welcome.

As an organization then the South-

(Continued on fourth page.)

#### GOOD, COME AGAIN.

Louis Ellison of Belton writes to the Intelligencer: "We finished up the seventh grade Arithmetic Friday. Our teacher said we might send our report to the Anderson Intelligencer." Please publish it.

Louis Ellison, 1007 First Street, 1007 Ruby Ellison, 49; Daisy Ellison, 69 1-2; Lucile Deane, 27 1-2; Luther Shaw, 59 1-2.

Thirty acre field of Cotton on farm of W. H. Tollison, Piedmont, S. C., raised by UNION GUANO and N.Y.S. Fertilizers. Mr. Tollison is one of the thousands of satisfied customers using these Fertilizers. He is dealer for our goods and accept a substitute.

A better Fertilizer will produce a better crop. "UNION BRANDS" have demonstrated to many of the best planters in your own county their superior "crop producing" qualities. Ask the man who uses them.

For Sale by: Adams & Engle, Belton; Hampton Mercantile Co., Piedmont; Victor Mercantile Co., Willemsville; Empire Mercantile Co., Willemsville; J. H. Douthett, Sandy Springs.

Find other dealers in Anderson, Greenville and Pickens counties. For further information write our representative at Anderson, Mr. R. H. Burries or address UNION GUANO COMPANY, Winston-Salem, N. C.